CHILTON'S

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HARLEY VS HONDA

Lessons for Detroit

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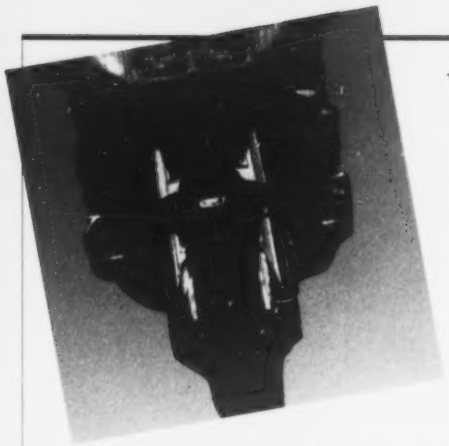

Harley-Davidson Electra-Glide Ultra Classic (left) and Honda Gold Wing SE.
COVER PHOTOGRAPHY: LINDSAY BROOKE

Volume 172, No. 5 May 1992

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AUTOMOTIVE INDUSTRIES (ISSN 0273-656x) magazine is published monthly by Chilton Co., Chilton Way, Radnor, PA 19089. Chilton Company is a division of Capital Cities/ABC, Inc., New York, NY. Subscription rates: 1 yr. $55.00 US, $110.00 foreign. Phone (215) 964-4876. Second Class Postage paid at Wayne, PA 19087 and additional mailing offices. POSTMASTER: Send address changes to AUTOMOTIVE INDUSTRIES, Circulation Dept., P.O. Box 2055, Radnor, PA 19089. Permission to photocopy for internal use or the internal use of specific clients is granted by Chilton Company for libraries and other users registered with the Copyright Clearance Center (CCC), provided that a base fee of $1.00 per copy of the article, plus 25¢ per page is paid to the CCC, 21 Congress St., Salem, MA 01970. Address special requests to The Editor. (0273-656x/85 $1.00 + 25¢) Canadian GST Registration Number is R125906743

Chilton

ONE OF THE DIVERSIFIED PUBLISHING COMPANIES
A PART OF CAPITAL CITIES/ABC, INC.

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IVHS

intelligent vehicle highway systems

Congress Approves $659 M For IVHS R&D

But down the road, IVHS will require billions.

by JIM HAUGEN

For the last five years, IVHS proponents have been looking forward to the day when IVHS R&D activities would be funded at a reasonable level by Congress. That day has finally arrived. The legislation is actually designated as ISTEA—standing for Inter Modal Surface Transportation Efficiency Act. But amongst IVHS people it's popularly known as "iced tea."

The purpose of this act is: "To develop a National Inter Modal Transportation System that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy-efficient manner."

The scope of ISTEA includes construction and maintenance of our National highway system; highway and motor carrier safety; mass transit capital and operating funds. Interestingly it also contains funding for a magnetically levitated vehicle program. The act provides total funding of about $155 million over the six fiscal years from 1992 to 1997.

Most importantly, the Act authorizes a total of $659 million for IVHS R&D during the six-year funding period. This is a giant step upward from the $3 million of IVHS funding in 1990 and $23 million provided in 1991. Compared to R&D funding levels for military and space programs, this is still a relatively trivial amount. But it takes time to assemble sensible programs and the trained personnel to accomplish the needed R&D. Is it sufficient for now? Yes. And additional funds will be most likely appropriated as combined government/industry work demonstrates meaningful results. IVHS funding has been in the classic "chicken/egg" situation. Industry has been reluctant to commit to IVHS R&D without some assurance that government funding would be available for deployment of necessary supporting infrastructure. And the government has been reluctant to step in without assurance that an industry willingness exists to commit to the necessary R&D work to develop new IVHS products.

ISTEA

■ Corridors Program	Each FY	Total
FY 92	$71 M	$71 M
FY 93-97	$86 M	$430 M
		$501 M
■ Tech. Assistance, Planning, Operational Test Activities		
FY 92	$23 M	$23 M
FY 93-97	$27 M	$135 M
		$158 M
		$659 M

■ Maximum Federal Share = 80%

Fiscal Year Total Availability

FY 92: $139.8 M (GOE) + $94 M (ISTA) = $233.8 M

FY 93: $30.0 M (GOE) + $113 M (ISTA) = $143.0 M

FY 94-97: $?? (GOE) + $113 M (ISTA) = GOE + 113.0 M

The attached figure (provided courtesy of Lyle Saxton, Associate Director for IVHS Policy and Coordination at the Federal Highway Administration) summarizes the funding breakdown for the ISTEA program, along with additional funds appropriated funds, entitled General Operating Expenses (GOE). These are actuals for Fiscal Year 1992, and expected totals in fiscal years 1993–1997. As shown, a total of $233.8 million is available in FY '92. With local and state matching funds added, the total funds available could be close to $300 million.

The highest priority for funding will be certain designated transportation corridors which have high levels of congestion and pollution. Anywhere from three to ten corridors will be designated as priority corridors and receive 50% of the corridors funds. These priority corridors must meet specific criteria such as high traffic density; severe or extreme ozone non-attainment; no expansion of the current highway system; and have a mix of passenger, transit and commercial vehicle traffic. Some example corridors meeting such criteria are:

- ❑ Washington/Baltimore inter city
- ❑ Chicago/Milwaukee inter city
- ❑ Los Angeles/Anaheim inter city
- ❑ Chicago ADVANCE intraurban corridor
- ❑ Los Angeles SMART corridor
- ❑ Houston

Another intriguing feature of the

ISTEA Act is its planned support of the development of an automated highway system. The legislation specifies that such a system should be demonstrated in prototype form or as a test track demonstration system by 1997. This is anticipated to be a several hundred million dollar project over this period. Its successful completion will require the establishment of one or more consortiums which combine the knowledge and abilities of companies from the automotive, communication/electronics and highway industries. These companies will be expected to demonstrate their commitment to such a project by resource sharing with the government.

Most importantly, the Inter Modal Surface Transportation Efficiency Act authorizes a total of $659 million for IVHS R&D during the six year funding period.

The ISTEA money might be termed "seed" money. This IVHS R&D support should lead to a multitude of new prototype products which are ready for deployment throughout our cities and on our National highways. Then the real funding support comes into play. Before IVHS is a reality for us all to use, hundreds of billions of dollars will be spent, for public infrastructure and, by the consumer, for operating products.

It's amazing to be able to contemplate an evolving attitude in this country, where we actually spend billions on improving the quality, productivity and safety of our surface transportation infrastructure instead of spending more on weapons systems. I left the aerospace industry some 25 years ago with the hope of participating in such a world. ISTEA is a very major first step. Those much maligned Congressmen are definitely doing something right with their support of IVHS. AI

ENGLEHARD TO BUILD AUTO EMISSIONS CATALYST PLANT IN GERMANY

Englehard Corp—Englehard Corp. has purchased the other half of its German joint venture, Englehard Kali-Chemie GmbH.

Englehard will now build a new $25 million manufacturing plant in Nienburg, Germany to meet the demand for automotive emission catalysts in the European Community.

Englehard, which owned half of the joint venture company, paid an undisclosed amount of cash for the remaining 50% held by Kali-Chemie AG, a wholly owned subsidiary of Solvay Deutschland GmbH.

PACKAGING INSERT ON EPS FOAM RECYCLING AVAILABLE

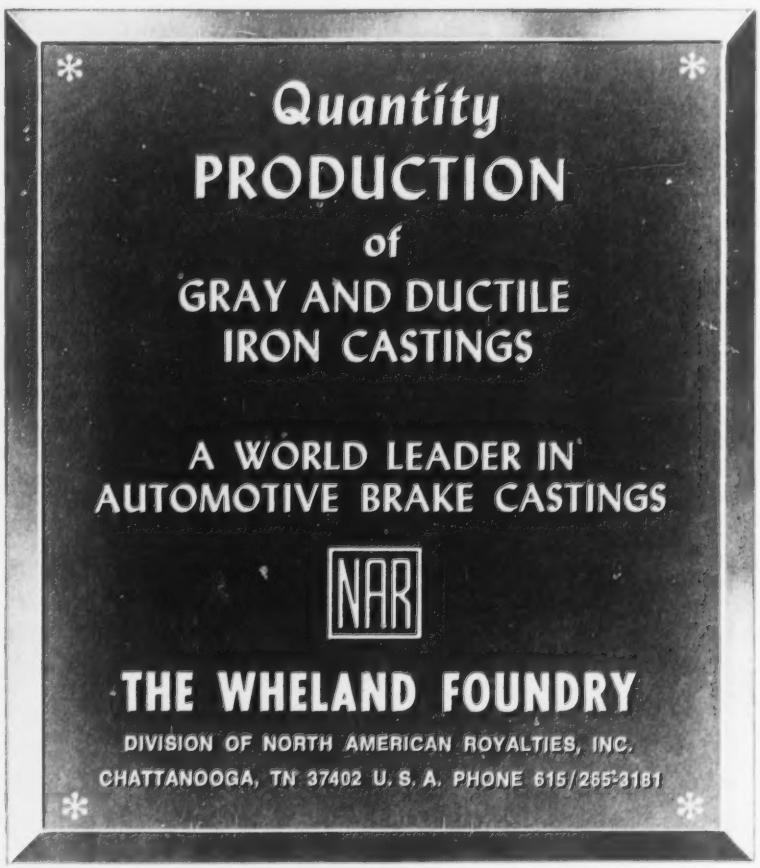
Assoc. of Foam Packaging Recyclers—To help users of EPS foam respond to their consumers' concerns about the environment, the Association of Foam Packaging Recyclers (AFPR, 1025 Connecticut Ave. NW, Ste. 515, Washington, DC 20036) released a packaging insert which any user of protective foam packaging can place in the box with their consumer products.

The insert provides a toll-free number which consumers can call to find the nearest EPS foam recycling location. It also emphasizes the fact that manufacturers of EPS foam reprocess the recycled foam into new packaging made from post-consumer waste.

FIBRIT SHIPS INSTRUMENT PANELS TO VW IN MEXICO

Fibrit Enterprises Inc.—American Fibrit Inc. has begun producing and shipping instrument panels for 1992 Mexican-made Volkswagen Golf and Jetta models.

The effort is the result of a program management approach led by American Fibrit, its German parent Deutsche Fibrit and Volkswagen AG (Germany), Volkswagen of America, and Volkswagen do Mexico.



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